GEOGRAPHIC NEWS BULLETINS

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General Headquarters, Washington, D. C.

Contents for Week of May 15, 1933. Vol. XII. No. 12.

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NOTE TO TEACHERS: The next issue of the GEOGRAPHIC NEWS BULLETINS will be published upon the reopening of schools in October. The Bulletins are not issued during the summer vacation months. It will facilitate the handling and prompt mailing of the Bulletins in the fall if teachers will apply now for the Bulletins they need for next year. See application form following Bulletin No. 2.

© *Photograph by William Reid*

A BONNIE PRINCE CHARLIE OF THE "HIELANDS"

Inverness, near the home of Prime Minister MacDonald, is the scene each September of a Highland Gathering when athletes from all Scotland assemble (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Moslems Capture Remote Urumchi, Capital of Sinkiang

DEEP in the heart of Asia, Mohammedans again are on the warpath. Dispatches from Sinkiang (Chinese Turkestan) report the capture of its capital city, Urumchi, by Moslems in revolt, and the ousting of its governor, General Kin Shu-jen.

In the expulsion of General Kin from his armored sleeping quarters in Urumchi, the Mohammedan rebels (who are eastern Turks, not Chinese Mohammedans) have attained an objective for which they have been fighting for nearly two years.

Revolt Can Be Traced Back Two Years

The present revolt is not a new one. It can be traced back to the city of Hami, near the Sinkiang-Kansu border line, where a Chantu (Turki) chieftain enjoyed certain privileges in return for his loyalty to the Chinese governor. The governor was in effect an alien, for he ruled over a province largely inhabited by non-Chinese, many of whom follow the religion of Mohammed.

On the death of the Chantu chieftain, about two years ago, the Governor of Sinkiang refused to accord the same privileges to his son, with the result that the Moslems of Eastern Sinkiang revolted. During the summer of 1931 the Chinese quarter of Hami was besieged for months.

Within Hami at the time was Wladimir Petropavlosky, a member of the Citroën-Haardt Trans-Asiatic Expedition, with which the National Geographic Society cooperated in its 7,370-mile crossing of Asia by motor cars. The seven tractor cars of the China Unit of the Expedition at the same time were being detained by General Kin in Urumchi. The leader of this group, Captain Point, was a virtual prisoner of General Kin. Eventually, however, the cars and men were allowed to proceed, and a meeting was accomplished with the Pamir group of the expedition, which came up from Kashgar.

Off Main Traveled Routes

Urumchi itself is off the main-traveled east and west routes in Sinkiang, but it is an important trading center for tribesmen living north of the Turfan Depression (see illustration, next page).

Urumchi reveals, in spots, surprising touches of modernity. A radio station keeps it in touch with the outside world, and its airplane landing field has been used by both Chinese and Russian aviators.

In addition to the ancient walled Chinese "city," Urumchi also has a growing Tatar quarter, whose inhabitants also include many Russians and other non-Chinese. The population is about 100,000. The Tatar quarter has a considerable number of large square homes built around central courts where residents may enjoy the comforts of home life safe from disturbances that may take place in the streets.

Trade Now Goes to Siberia

In years past most of the trade of the region has found an outlet along ancient caravan trails leading into Kansu province, China, but in recent times, due to disturbed conditions in this region, Urumchi's exports of fur and sheep casings have moved northward into Siberia.

While camels carry practically all of the exports and imports of this remote

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MAN-MADE LAND ALONG LAKE MICHIGAN WHERE CHICAGO'S WORLD FAIR WILL BE HELD

This photograph, taken two years ago, shows the great sand island, dug up from the lake bottom, and the lagoon, which are prominent scenic features of the Century of Progress Fair opening in Chicago next month. Near the center of the picture are Soldier's Field, the Field Museum, the Shedd Aquarium, and (extreme right) the Planetarium. Within the circular walls of the latter is a lecture hall for the study of stars (See Bulletin No. 3).

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Platinum, Aristocrat of Metals, Finds New Uses

"FINE as a hair" would be a crude comparison to the platinum wire used as fuses in delicate electrical instruments recently developed in American laboratories (see illustration, next page).

These slender safeguards are thirty times finer than a human hair and are practically invisible to the naked eye. More than 13,000 of these wires could be laid side by side on a 1-inch space. Platinum itself is 16,800 times heavier than air, yet these gossamerlike wire fuses float like a spider-web thread.

A Little Platinum Goes a Long Way

A pound of platinum, aristocrat of commercial metals, is worth more than two pounds of gold, but a little platinum goes a long way. About six tons is required each year to supply a metal-hungry world.

Platinum can be rolled and beaten into leaf one two-hundred-thousandth of an inch thick. A cubic inch can be drawn into an almost invisible wire that could be wound twice around the world at the Equator; a cubic foot would produce enough wire to reach back and forth to the moon thirteen times.

Because it is costly and may be artistically patterned, more than half of the world's supply of platinum is sold over the jewelry counter. The modern jeweler's show cases display platinum rings and rings of other metals with platinum settings for precious stones, platinum and platinum-plated watch cases enclosing works with platinum pivots, rouge and powder boxes, pins, vases, flower and fruit bowls, various ornaments, and tableware.

Speeds Modern Communication

Platinum often does its best work beyond the vision of the average layman. As a part of a radio tube, it aids modern entertainment; in telegraph and telephone instruments, it improves and speeds modern communication. In the electrical devices of automobiles, motor trucks, railroad trains, ships and airplanes, it aids modern transportation and business.

Dentists use platinum-plated pins to secure pivot teeth; the metal aids construction engineers in blasting obstructions for new projects; the surgeon uses a gold, platinum-tipped needle to sew wounds; platinum used in connection with X-ray apparatus helps the physician to diagnose human ills. It also is a valuable tool of the rayon manufacturer.

Because platinum has a high melting point and is not affected by contact with most acids, it is one of the mainstays of the chemical laboratory where platinum crucibles, pans, strainers and furnace parts are extensively used. One of its chief laboratory uses, however, is as a sort of "middle man," or catalyzer. When placed in certain solutions, platinum makes the solutions change their natures, yet the metal itself is not affected. Manufacturers of ammonia, and sulphuric and acetic acids use platinum in this way in their processes.

For the first time, the United States Government recently struck off two platinum medals at the Philadelphia Mint. They are master copies of the medal designed for the U. S. George Washington Bicentennial Commission.

Platinum once was worn in the form of nose rings and perforated spangles by the Indians of South America, but it was not until the middle of the eighteenth century that Europe first learned that the metal had merit. Some of the first

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area, the country could easily be opened to motor transport if political skies could be cleared.

Visitors Judged by Their Style

Few Europeans, most of them explorers, have penetrated this mountain and desert region, but those who have are judged according to the style in which they travel.

Those who walk are looked down upon. Everyone of any importance rides, and the better the mount the greater the respect accorded the rider. Uniforms also bring increased prestige—more or less in proportion to their showiness. One traveler tells how he was rated as a very important personage indeed because, when he called on officials, he always donned golf trousers, black leggings, a gay smoking jacket, and trimmed his hat with bright colored cloth.

Note: See also "From the Mediterranean to the Yellow Sea by Motor," *National Geographic Magazine*, November, 1932; "First over the Roof of the World by Motor," March, 1932; "On the World's Highest Plateaus," March, 1931; "Desert Road to Turkestan," June, 1929; and "By Coolie and Caravan across Central Asia," October, 1927.

Bulletin No. 1, May 15, 1933.

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TRACTOR CARS BLAZING NEW TRAILS IN SINKIANG

Down through the narrow, rocky Tokosum Gorge, long used only by high-wheeled carts, the tractor cars of the Citroën-Haardt Trans-Asiatic Expedition fought their way in 1931. This region is on the south rim of the Turfan Depression, not far from Urumchi, capital of Sinkiang, which was recently captured by Moslem rebels. Except for a few gorges like this and a number of unbridged rivers Central Asia might readily be opened to motor travel.

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Chicago Celebrates Its First Century

CHICAGO has played such a prominent part in the life of the Nation that it seems almost incredible that it is the youngest of America's large cities. In a century Chicago has grown from a frontier stockade in a swamp to fifth place among world metropolises.

This summer Chicago is celebrating its first 100 years through a Century of Progress Fair on man-made land reclaimed from Lake Michigan. Mechanical, social, artistic, architectural and scientific progress during the century will be represented in hundreds of exhibits and buildings. The Fair opens June 1 and closes November 1.

Possesses Spirit of Growing Youth

"In the northeast corner of Illinois lies Chicago—vibrant, intense giant among great cities, dynamic with the spirit of growing youth," writes Junius B. Wood in a special communication to the National Geographic Society, describing present-day aspects of the scene of this newest World's Fair.

"The forces of Nature and the paths of man, which mold the State of Illinois, center in Chicago. There national roads of earth, water and air converge. No passenger rides through on train, airplane or boat without stopping. Railroad systems which comprise more than half the mileage in the United States terminate in Illinois, most of them in Chicago. It is the greatest railroad center in the world.

"Chicago, however, lacks the glamor of age. It has no ancient ruins or even time-stained buildings. A cross stands where Marquette, the first white visitor, landed 260 years ago. The white population around Fort Dearborn was massacred in 1812. In 1833 the new town of Chicago covered only 2½ square miles. It was swept by fire in 1871. To-day it spreads over 200 square miles and has more than 3,370,000 inhabitants. Chicago's yesterdays are the boyhood of its men to-day.

"Some years ago Chicago began to outgrow itself, and the Chicago Plan for a City Beautiful was adopted. New streets were cut through and old ones widened, at stupendous cost. The Chicago River was unkinked as part of the developing waterway to the Gulf. Along the lake front is a man-made park strip which only a few years ago was a debris-strewn beach with a railroad on wooden trestles.

"A distinctive style of architecture, to which has been given the name '20th Century American' was developed here. The city restricts the height of buildings, but towers comprising not more than one-sixth of the bulk of the building may soar to the clouds.

Contrasts of Every Kind

"Chicago is a city of contrasts. Its people reflect it, make the throbbing city theirs. Scholars mix in politics and business men are artists. The city is the same structural panorama. In the corridor between Chicago and Indiana State line more industry and recreation areas are mixed than in any similar region in the world—steel mills, oil refineries, railroad shops, chemical works, foundries and factories, along with country clubs, two race tracks, and a dozen golf clubs.

"Under its pall of smoke, smell of stockyards, and hum of aggressive materialism, Chicago has art, science, music, education, and other factors which add to the comfort and well-being of humanity. It is Illinois, and to a certain extent, the Nation, intensified.

"More than a fourth of the livestock which leaves range and farm for sixty-seven markets in different parts of the United States comes to Illinois, to be reshipped alive or to continue its journey as dressed meat and in brightly labeled cans. Each second that a watch ticks off, a hog is being whisked into Chicago's square mile of pens and packing houses, to emerge in an attractive assortment of ham, sausage, pickled feet, lard, brushes, chewing gum, candy, pepsin, pancreatin, soap, cosmetics, glue, buttons, knitting needles, and even sacks of fertilizer, to grow more corn and raise more hogs.

"The 'yards' teem with color and movement. Over it all is the throb of animal life and the unforgettable aroma of soap works, fertilizer plant, and livestock pens.

"Its gates are a human kaleidoscope. In the passing procession are girls who manicure the fingers of other girls who stuff frankfurters; barbers who trim tails for mattresses and ears for 'camel's-hair' brushes; men who pass their days in the cooling rooms of perpetual winter, and others who tend giant 12-carload kettles which boil soap for two weeks at a temperature of 140°; women who each year use 36,000 miles of twine tying the ends of 75 of the 2,000 recorded

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platinum taken to Spain by the South American colonists was made into bricks and sold as gold bricks because gold was then more valuable.

Platinum was not discovered in Russia until about a hundred years ago. From 1828 to 1845, Russia issued platinum coins. Counterfeiters at first gold-plated platinum coins and passed them as gold coins. The coinage ceased because the value of the platinum came to exceed the face value of the coins.

Platinum is widely distributed over the world, each continent having at least one known source. Russia, however, has been a leading platinum producer for many years, with Canada, South Africa, Colombia and Burma also supplying a large share of the world's supply. Alaska, California, Nevada, Oregon and Utah are the leading United States sources.

In most platinum producing regions, the metal is a by-product of gold, silver, copper and nickel mining, but in Russia gold is a by-product of platinum mining.

Practically all platinum except that produced in South Africa comes from placer mines, that is, from beds and banks of rivers that have washed down rocks containing the metal. While individuals still pan for platinum as the Forty-niners did for gold in the streams of California, large dredges now are employed.

Note: For supplementary reading about platinum producing countries see "Under the South African Union," *National Geographic Magazine*, April, 1931; "Gigantic Brazil and Its Glittering Capital," December, 1930; "Round about Bogotá," February, 1926; "Western Siberia and the Altai Mountains," May, 1921; and "Sarawak: The Land of the White Rajahs," February, 1919.

A PLATINUM FUSE-WIRE COMPARED WITH A HUMAN HAIR

Bulletin No. 2, May 15, 1933.

NOTE TO TEACHERS

The attached blank may be used in ordering Bulletins for the coming year:

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send.....copies weekly of the GEOGRAPHIC NEWS BULLETINS for the school year of 1933-34 for classroom use, to

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Lossiemouth, Prime Minister MacDonald's "Home Town"

NEWSPAPERS describing the Washington visit of James Ramsay MacDonald occasionally referred to England's Prime Minister as the "son of Lossiemouth."

Lossiemouth, where the Prime Minister was born, and where he still spends his infrequent holidays, is a tiny fishing village in Northeastern Scotland. It lies on the southern shore of Moray Firth, a long arm of the North Sea which reaches westward to Inverness. On clear days one can see across the Firth the blue hills of Cromarty and Dornoch, while beyond them rise the faint, jagged lines of remote highlands in Sutherlandshire.

White Sands and Blue Water

The small industries of the town are boatbuilding and ropemaking. It also serves as the port for Elgin, a clean and prosperous little town, five miles inland on the Lossie River. The ruins of Elgin Cathedral are the most picturesque north of the Border abbeys. It is called the "Lanthorn of the North," and dates from 1224.

Morayshire, the country around Lossiemouth, is low and rolling, bordered by the white sands and blue waters of the Firth. Strong winds from the North Sea sweep across the wild heaths, covered with sturdy heather, coarse grass, and prickly whin. It was on such a heath that Macbeth met the three witches of Forres.

"How far is't called to Forres?" To-day's answer is that Forres is only a few miles west from Lossiemouth, where the Findhorn rushes through wild, rocky glens to pour into the Firth. Here Duncan held his court, and here Shakespeare had Banquo's ghost appear before Macbeth.

Forres is one of the most ancient towns in Northern Scotland. Sweno's stone, carved with runic knots and figures of warriors, is supposed to commemorate a Norse victory of the eleventh century. Nearby is the old witches' stone, where Forres' witches were burned.

Continuing south and west along the shore of Moray Firth, past Nairn and Cawdor Castle, one reaches romantic Inverness, capital of Northern Scotland and watchtower of the Highlands.

The city's history reaches far back into primitive times, when it served as a stronghold for Pictish kings. Columba paid a visit to Inverness in 565, hoping to convert Brude, then king of the Picts.

Inverness Castle Rebuilt Many Times

Built on a steep hill in the center of the town, Inverness Castle commands a magnificent view from the shining waters of the North Sea in the east to the mysterious, blue peaks of the Highlands in the west. Below the castle, and dividing the city, flows the quiet River Ness, spanned by four bridges and crowded with green islets.

Inverness Castle, traditional scene of the murder of Duncan, has been destroyed and rebuilt countless times. It was burned by Donald of the Isles, captured by Bruce, occupied by Mary, Queen of Scots, seized by the Jacobites in 1715, and blown up by Prince Charlie in the Rebellion of '45. Rebuilt once more, it serves to-day as courthouse and government seat for Invernesshire. In the plaza before

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brands of sausage; bearded rabbis, who prepare kosher meat which must be blessed every three days; the packers whose fathers started the business; stock-raisers in coonskin coats which never saw a college; hundreds who wield only keen knives, for knives still are the chief machinery of the meat business; genuine cowboys on ponies whose hoofs seldom leave paved streets, and bespectacled scientists studying to discover another useful grain of something in the unsuspecting cow.

Great Trading Center

"As a distribution point, Chicago is the center of the country for many things besides food—dry goods, general merchandise, jewelry, musical instruments, millinery, shoes, groceries, candy. It is a fresh-produce terminal, 30,000 cars of fruit from California alone being distributed. Its pantry normally has on ice half a million tons of meat, enough butter and eggs to supply the Nation for six weeks, and cheese for seven. It is the largest grain market and annual tradings in futures have reached six times the crop of the Nation.

"Wholesale and mail-order houses run to size as well as quality. Postal zones have made Chicago a domestic mail center. Its postal authorities say their carloads of parcel post a day equal the shipments from New York and Philadelphia combined. The postage bill of the big mail-order houses alone equals that of an average city. No other city handles as many domestic money orders.

"Such practical reasons, rather than local springs of literature, make Chicago a publication home for various magazines which are edited in other cities. Poets and authors have lived and drawn their inspiration from Illinois and the Middle West, and they have produced a literature exalting character and country; but in this age a writer does not belong to a State, hardly to a Nation. In the editing of scientific and technical periodicals, however, Chicago has an important position, and more books of largest circulation in the United States—the telephone directories—are printed here than in any other city."

Note: For additional photographs and data see: "Illinois, Crossroads of the Continent," *National Geographic Magazine*, May, 1931; "Glimpses East and West in America," May, 1924; "The Automobile Industry," October, 1923; "America's Amazing Railway Traffic," April, 1923; "The Origin of American State Names," August, 1920; and "Chicago To-day and To-morrow," January, 1919.

Bulletin No. 3, May 15, 1933.

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A REPLICA OF FORT DEARBORN, THE GENESIS OF CHICAGO

This reproduction of the little frontier post around which the giant city of Chicago developed will be one of the exhibits at the Century of Progress Fair, to be held along Lake Michigan at Chicago this summer. Much of the land upon which Chicago is built was originally marshy, but this fact has not deterred the building of skyscrapers and the expansion of the city until it is to-day the fifth largest in the world.

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First Gloucester Fishing Schooner Visits Washington

AMERICA'S oldest industry has brought its case to Washington. The Gloucester schooner *Gertrude L. Thebaud*, with nearly two score New England sea captains aboard, sailed up the Potomac recently to call attention to the plight of the nation's deep-sea fishermen, and to present a plea for a tariff on fish.

Designed for Speed and Storms

The modern Grand Banks fishing schooner, of which the *Gertrude L. Thebaud* is the first to visit the capital, is perhaps the handsomest commercial sailing craft afloat. These sturdy vessels are built of wood and range from 100 to 150 feet in length, with a tonnage of from 80 to 175. Their lines are designed for speed, but they are remarkably adapted to the stormy seas that rage off the Grand Banks each winter during the fishing season.

Well-ballasted and drawing a lot of water aft, the Bank schooner stands up to a great spread of sail, the main-boom in some vessels being 75 feet long. The big mainsail is one of the largest pieces of canvas carried on a fisherman, and the whole strength and skill of twenty to twenty-five men is required to make it fast in a strong breeze.

The orthodox Bank schooner is two-masted—there have been three three-masters—and the sail carried are mainsail, foresail, forestaysail (or "jumbo") and jib.

A Seafaring Democracy

Every Bank fishing schooner is a sort of seafaring democracy. In some craft the crew are shipped on the share system, their pay consisting of an equal share of the proceeds of the catch after the bills for food, ice, salt, bait, cook's wages, and other expenses are paid.

The schooner's owner takes a quarter or a fifth of the gross stock, and this repays him for the hire of the vessel. Out of this share comes the cost of insurance and upkeep, but in good seasons, prior to 1914, many schooners paid their cost of construction within a year.

The steam trawler, so generally used in European waters, has not been found as practical, fast-sailing or seaworthy on the Newfoundland Banks as the sailing schooner. In North American waters the greater part of the fishing is done from small boats known as dories, which are carried in "nests" upon the schooner's deck and launched upon reaching the fishing grounds.

It is this dory fishing which makes the American fisherman—and in that term is included the Canadian and Newfoundlander—a distinct type from fishermen in other countries, and adds to his vocation a hazard and labor which call for sterling qualities.

The Skipper's Under-Water "Eye"

The passage to the Banks from New England ports may be a run of from 100 to 500 miles, and it is usually made in the quickest possible time. When the vessel has run her distance, the "spot" the skipper has been making for is determined by the lead. The sounding lead is the fishing skipper's under-water "eye," and from the sample of the bottom brought up by the soap or tallow on the lead, and the depth of water, most skippers know their exact position after two casts.

If the gear has been baited and the weather is favorable, the skipper sings out, "dories over!" Oars, pen-boards, bailer, water-jar, bait knife, gurdy-winch, bucket, gaff, sail and mast, and other boat and fishing gear are placed in each little craft—not much larger than a pleasure-park rowboat—and in turn they are swung overside.

Two fishermen secure tubs of baited lines and jump into the dory, which is allowed to drift astern. As the other dories are launched, they are dropped astern, made fast to each other, and towed by the schooner.

In the dories, when the schooner has let them go, one fisherman rows while the other drops lines over the side. An iron anchor carries one end of a line to the bottom, while a buoy-keg, marked by a flag or "black ball," indicates its position to the fishermen. Three or four baited lines, with as many as 90 hooks on a line, may be joined together in a row, with an anchor-buoy line made fast to each end.

The lines may be "set" for periods from 30 minutes to half a day. The picking up of these tiny buoys and flags, scattered over five or six miles of ocean, is quite a trick, and fishing skippers seem to possess an uncanny sense of location in finding them.

First the anchor and buoy are brought into the boat. Then the fishermen haul the baited line in slowly, disengaging the caught fish by a dexterous twist of the arm. Fish which cannot

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its gates stands a statue of Flora MacDonald, maid of the Isles, who so gallantly aided the fugitive Prince Charlie, escaping to the Hebrides with a price of thirty thousand pounds upon his head.

Where Prince Charlie Met Defeat

A single cairn of stones marks Culloden Moor, near Inverness, where the Prince and 5,000 hungry, ill-clad clansmen met lasting defeat at the hands of 9,000 British regulars, under the Duke of Cumberland. Rough stones, carved with the names of the clans, MacLean, Maclachlan, McGillivray, mark the graves of the 1,200 Highlanders who fell. In an adjoining cornfield stands a tablet to the Englishmen who were slain.

Inverness to-day is the distributing center for the Highlands. It is here that the annual sheep and wool markets are held. Industries include the manufacture of tweed, brewing and distilling, sawmills, granite works, and some shipbuilding. Climate and location have made it extremely popular for summer holidays. Shakespeare discovered that in Inverness "the air nimbly and sweetly recommends itself unto our gentle senses."

Note: The following references, which may be consulted in your school or local library, will be helpful in preparing unit assignments about Scotland and Scottish life: "Edinburgh, Athens of the North," *National Geographic Magazine*, August, 1932; "The Races of Domestic Fowl," April, 1927; "The Story of the Horse," November, 1923; "Prehistoric Telephone Days," March, 1922; "The Orkneys and Shetlands," February, 1921; "Removal of the North Sea Mine Barrage," February, 1920; 'The Sagacity and Courage of Dogs," March, 1919; "The North Sea Mine Barrage," February, 1919; "The Races of Europe," December, 1918; "What the War Has Done for Britain," October, 1918; and "Scenes in Scotland," November-December, 1917.

Bulletin No. 4, May 15, 1933.

© Photograph by Charles Reid

SCOTTISH HILLS NURTURE CHAMPION CATTLE

Everybody works, including father, in the herd in Scotland to which this prize Jersey bull belongs. Scotland also has its own distinctive breeds of cattle; among them the Ayrshires, the Galloways, and the West Highlanders.

be cleared in this manner are passed to the other fishermen in the dory, who twist the hook out by means of a "gob stick," which they thrust into the mouth of the fish. Unmarketable fish are knocked off into the sea by a vicious slat against the dory gunwales.

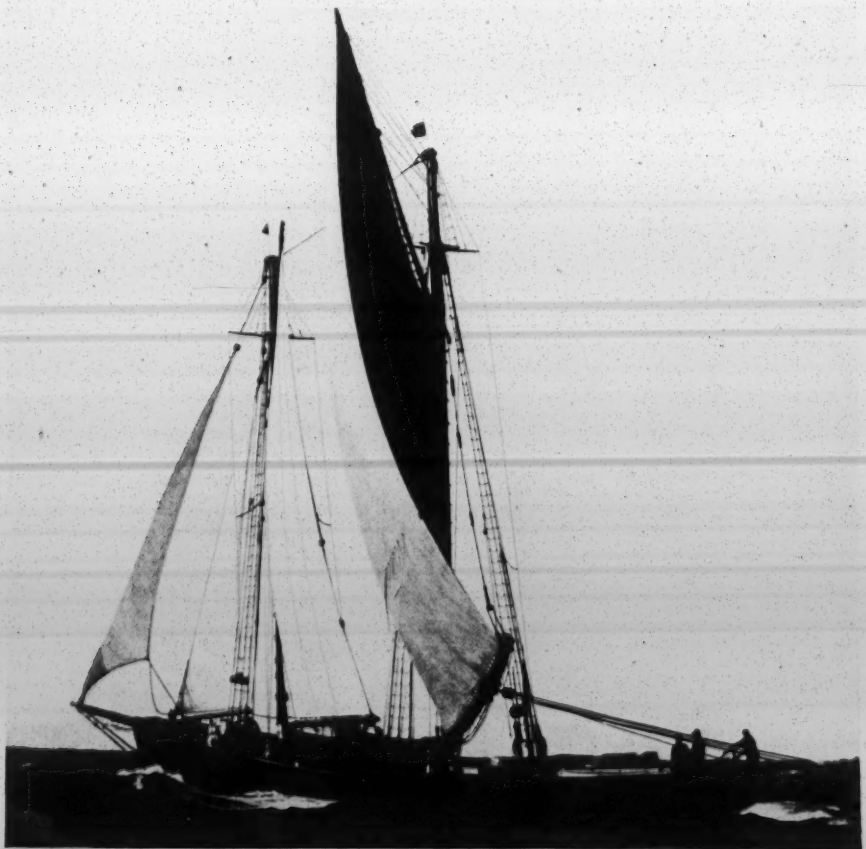
Sometimes Dories Are Stranded in Fog

When the last lines have been hauled in, the dory is rowed or sailed down to the schooner, which is generally hovering around like a hen keeping guard over her chickens.

In summer, fog is the fishermen's worst enemy. Dories may be strung out when it is fine and clear, and before they can be picked up again they are blanketed in a wet, sight-defying mist. But there are not many casualties. Dories are usually picked up by other schooners, or else rowed in from the Banks to the land. Some of the distances stray fishermen have rowed in dories seem incredible, but a pull of 150 to 175 miles in rough weather and without food has been done.

Note: See also "Life on the Grand Banks," *National Geographic Magazine*, July, 1921; "New Hampshire, the Granite State," September, 1931; "The Sealing Saga of Newfoundland," July, 1929; "Canada from the Air," October, 1926; "Standing Iceberg Guard in the North Atlantic," July, 1926; "Fishes and Fisheries of Our North Atlantic Seaboard," December, 1923; "Massachusetts—Beehive of Business," March, 1920; and "The American People Must Become Ship-Minded," September, 1918.

Bulletin No. 5, May 15, 1933.



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HOMEWARD BOUND WITH ALL SAILS SPREAD

The modern Bank fishing schooners are the handsomest commercial sailing craft afloat. In European waters, fleets of steam trawlers supply the fish markets, but in North American fisheries the fast-sailing, seaworthy schooner is still mistress of the Grand Banks.

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